

GUIDELINES FOR THE COMPARISON  
OF HUMAN AND HUMAN ANALOGUE  
BIOMECHANICAL DATA

Report of Guidelines Subcommittee

Chairman - Daniel J. Thomas - NAMRL  
D. Hurley Robbins - HSRI  
Rolf H. Eppinger - NHTSA  
Albert I. King - Wayne State U.  
Robert P. Hubbard - G.M.

December 6, 1974

GUIDELINES FOR THE COMPARISON OF HUMAN  
AND HUMAN ANALOGUE BIOMECHANICAL DATA

## INTRODUCTION

The discipline of biomechanics is a diverse activity encompassing study of a wide variety of species and applied problems. Biomechanical studies are conducted in many organizations by investigators with various backgrounds. Impact biomechanics has received attention primarily because of high mortality rates associated with impacts sustained in automobile accidents. A major goal is to delineate the mechanisms of impact-caused injuries. An essential activity is measurement of mechanical data from impact experiments and observations of accidental impacts on human and human analogue subjects. The central purpose of this report is to develop guidelines to ensure precise comparison of the mechanical data from diverse studies of impact events on human subjects and human analogues.

## BACKGROUND

This report presents and discusses guidelines for comparison of biomechanical data dealing with the mechanics of injury responses and undesirable physiological responses in man. Although this approach is not strictly intended for other important and expanding areas of biomechanics dealing with ambulation, prosthetics, and specialized environments of altered gravitational forces, it is applicable to those other areas.

Many aspects of injury phenomena have been described or predicted from accident investigations, medical records, experimental simulations, and theoretical analyses. In all cases the subject of observation is a human or a human analogue. The agent of the injury is the mechanical event operating on the subject. As with all agents causing deleterious effects on human subjects,

experiments designed to reproduce the injuries cannot use human subjects. Therefore, particular types of injury have been studied by a variety of indirect means, using various animal species or other human analogues. Another indirect approach has been to use volunteer human subjects in experiments designed to measure certain human tolerances. Further understanding has been derived from the epidemiology of accidents involving impact forces. Discerning limits from these efforts has been a continuing effort of expert judgment. The validity of these judgments is subject to continual review as more data are compiled. All of these efforts involve continued comparison and reexamination of data. The basic purpose of this committee report is to improve the precision of this comparative effort. This is considered to be an elementary step in forming a mutually consistent and common data base of information pertaining to the mechanisms of injury in man.

Attempts to construct a single inclusive data base concerning the effects of mechanical forces on man from a wide diversity of experiments and subject species present a major dilemma. There are several types of data to be considered:

1. Description of the experimental subject.
  2. The mechanical variables in the environment to which the subject is exposed.
  3. The mechanical, physiological, and injury responses of the subject.
- Careful definition and description of the coordinate systems used to measure and communicate the mechanical data is a necessary first step to be undertaken if effective comparisons of numeric data are to be undertaken. The mechanical forces applied to the man and the resulting forces existing at various points in the anatomy constitute the input variables that cause the physiological and injury response. Ambiguities or inconsistencies

in measuring or reporting the mechanical data will result in ambiguities in describing the etiology of the resulting injuries. Furthermore, methods of describing and comparing mechanical data are well developed in the physical sciences and need only to be systematically applied to biomechanics. For this application, these guidelines are proposed in an attempt to assure adequate description of the geometry of the experimental subject and the attached instruments, with an appropriate reference geometry based in the laboratory.

Descriptions of the essential geometry use three-dimensional coordinate systems. The geometrical description serves as the basis for comparing mechanical data. The approach must be sufficiently general to encompass the wealth of details concerning each experimental setup, experimental subject, mechanical variable measured, instrumentation type and placement, and force applicator. In large numbers of experiments, the geometry of major components of the experiment is invariant. In others, the geometry may not be invariant. But even with marked distortion of the geometry, the initial conditions of the geometry of the experiment must be available. The proposed guidelines attempt to assure complete and unambiguous description of the geometry. The stepwise approach proposed here consists of the following five guidelines.

#### THE GUIDELINES

The five guidelines to be followed for comparison of biomechanical data are:

1. All coordinate systems should be orthogonal and should be constructed by specifying an origin, a first and a second axis taken in order, and a third axis constructed by the right-hand rule. Variables, operations, and parameters expressed in any coordinate system should be defined by use of a right-hand rule.

2. A laboratory coordinate system, fixed to the surface of the earth (laboratory fixed), with the third coordinate axis parallel to the direction of gravity and preferably positive away from the center of the earth, should be established. In any experiment or observation, it should be possible to describe all the coordinate systems relative to the laboratory fixed system.

3. The anatomy of interest of the experimental human subject or human analogue must have an anatomically based three-dimensional coordinate system.

4. The instrumentation for mechanical measurements must have an instrumentation-based three-dimensional coordinate system described in terms of the object to which the instrumentation is attached.

5. The initial values of the experiment must be described so that all the defined coordinate systems can be expressed relative to each other.

## DISCUSSION

### Guideline 1.

Application of the first guideline is illustrated in Figures 1, 2, and 3. The subscripts  $i, j, k$  are used to identify the first, second, and third axes in order. The unit vector  $\vec{u}$  is introduced simply to form the cross product as a satisfactory method of defining a right-hand rule.

Figure 3 shows an example of how the guideline is applied for purposes of defining mechanical variables, operations, and parameters. Using the stated guideline, Euler angles are defined in order about the first, second, and third axis ( $i, j, k$ ) in accordance with the right-hand rule. The successive rotations are labeled  $E_i, E_j, E_k$ , and shown in Figure 3. It should be noted that there are twelve possible definitions of Euler angles. They are divided into two types. The first type is defined sequentially around each of three successive axes; there are six possibilities, depending on the order of the axis. The second type is defined as a rotation around

an original axis, then around a derived axis, and finally around the original which has been rotated; again there are six possibilities. The selected definition is of the first type, using the  $i, j, k$  order. Further elucidation of this approach has been described (1). If direction cosines are used, the relationship between subscripts and coordinate systems should be defined.

#### Guideline 2.

Guideline 2 establishes the requirement for a single three-dimensional coordinate system to which all other coordinate systems required for impact biomechanics can be related. The coordinate system recommended by the committee for this purpose is one fixed to the surface of the earth in the laboratory, with the third axis parallel to the direction of gravity and positive away from the center of the earth. This system can be considered space fixed under the presumption that the earth motion is negligible for impact biomechanics measurements. The selection of the third axis parallel to gravity gives recognition to the fact that gravity is present in all practical experiments and observations in the area of impact biomechanics.

Further, measurements by accelerometers do not differentiate the acceleration due to gravity from the acceleration due to motion relative to the laboratory-fixed coordinate system. In reporting individual experimental results, it may be convenient for the investigator or observer to use reference coordinate systems moving relative to the lab or to report the kinematics of one part of the experimental subject's anatomy relative to another. The intent of the guideline is that measurements be taken so that any of the coordinate systems defined or used in a set of observations can ultimately be expressed in the laboratory-fixed coordinate system. Figure 4 illustrates a laboratory-fixed coordinate system with two types of coordinate systems

commonly used in biomechanical research. A coordinate system used to describe the experimental fixture may have linear and angular acceleration relative to the laboratory-fixed system as part of the experimental design. Furthermore, an anatomically based coordinate system of a subject attached to or interacting with the experimental fixture may have a different linear and angular acceleration relative to the laboratory-fixed system. All of these interrelationships can be derived if enough measurements are taken to express the data in a laboratory-fixed system.

### Guideline 3.

This guideline describes exemplary procedures for developing anatomically-based coordinate systems located on or within the human body. These systems are necessary to define human motions on the basis of experimental data, such as that obtained from accelerometers attached to the body. It is anticipated that various parts of the anatomy will be defined and described in three-dimensional coordinate systems as new applications arise and new experiments are devised. Three parts of the body serve as examples to demonstrate the techniques and difficulties that may be encountered in developing coordinate systems--head, thorax, pelvis.

Candidate coordinate systems have been proposed for the head by Ewing and Thomas (2), Thomas (3), and Hubbard and McLeod (4). The directions of the coordinate axes are approximately the same in the two cases and are based on the Frankfort plane and a vertical perpendicular. The origins are different, with Hubbard's located at the nasion of the skull and Ewing and Thomas's located at the midpoint of a line connecting the superior edges of the left and right auditory meatus. Neither of the origins is located at the center of gravity of the head. Either coordinate system offers a sufficient framework for studying kinematics and dynamics of the skull when

it is viewed as a rigid body. Figure 5 shows the anatomical points defining the system as well as head-mounted instrumentation in an x-ray view. Given sufficient kinematic data (a minimum of six independent quantities), the motion of any point on the skull can be determined.

The thorax presents a different class of problems because of its flexibility, the lack of classical landmarks relatable to the thoracic skeleton, and the difficulty of using x-ray procedures to quantify the position of the thoracic skeleton at any point in time. The only known coordinate system associated with the thoracic skeleton, other than those used for mathematical procedures (See Roberts (5)) where each bone of the thorax is defined in terms of one or more coordinate systems, has been developed by Ewing and Thomas. This coordinate system was developed to measure input kinematics to the head and neck system by following the motions of the first thoracic vertebra as a rigid body. (See Figure 6). Its origin is at the anterior-superior corner of the vertebral body. The +x axis is defined by connecting the midpoint of a line between the superior and inferior corners of a posterior spinous process to the anterior-superior corner. The +z axis is set perpendicular in a superior direction.

To account for flexibility, it may be necessary to develop similar coordinate systems for additional thoracic vertebrae. In addition, to be able to monitor motions at the front of the chest and to relate motions in one part of the chest to any other point on the chest, additional coordinate systems would be needed for the sternum, possibly based on the suprasternale and the substernale. If it is thought necessary to approximate the thorax as a rigid body or as a flexible body described approximately by using a single coordinate system, a procedure such as that proposed by Robbins (6) could be used. The steps in this procedure are:



1. Connect the first and twelfth thoracic vertebra coordinate origins with a line.
2. Connect the substernale and the suprasternale with a line.
3. Connect the centers of the two lines with a new line directed toward the front of the chest to define the directions of a +x axis.
4. Construct a perpendicular in the superior direction to define a +z-axis and a +y-axis to the left.

The pelvis is sufficiently rigid to warrant the use of a single coordinate system. Difficulties arise because sufficient soft tissue, often of considerable delicacy, surrounds the structure and masks most bony landmarks. Candidate landmarks (most readily accessible by x-ray) are the symphysis and the right and left anterior-superior iliac spines. One of the many possible reference frames could be constructed as follows:

1. Connect the two anterior-superior iliac spines with a line.
2. Specify as the origin the center of the line.
3. Define a +x-axis as the line from the origin to the symphysis.
4. Construct an upward normal to define the +z-axis and a leftward normal to define the +y-axis.

#### Guideline 4.

The guideline applies to instrumentation attached to body segments which can be assumed to be rigid (such as the calvarium) and also to deformable bodies such as the thoracic skeleton and its contents. The guideline further applies to experimental fixtures and portions of the fixture that interact with or attach to the experimental subject.

The methodology for the description of instrumentation on rigid bodies requires precise determination of the instrumentation reference frame with respect to the anatomical or experimental fixture reference frame. This

may be accomplished subsequent to placement of the instrumentation. This approach has been used for kinematic experiments on human subjects and experimental fixtures (Ewing and Thomas (2)).

It is often impractical and perhaps impossible in experiments involving deformable anatomy to completely measure the mechanical response. In these cases, the comparison of kinematic data gathered on deformable bodies requires that the location and orientation of instrumentation be precisely specified before its placement. This is necessary because deformation before or during the experiment may destroy the original basis used in defining the anatomical coordinate system. The following steps constitute a procedure for applying the guideline for deformable bodies.

1. Place the subject in a standard posture.
2. Define anatomical coordinate systems.
3. Mount instrumentation in a prescribed manner relative to the anatomical and experimental fixture coordinate systems that can be reproduced in future experiments.
4. Conduct the experiment after identifying the initial conditions of the instrumentation, anatomical, and experimental fixture coordinate systems as discussed in Guideline 5.

#### Guideline 5.

The fifth guideline requires the initial kinematic values of all of the coordinate systems used to describe the event to be measured. The initial values can be measured relative to the laboratory-fixed coordinate system or relative to another coordinate system which in turn is measured relative to the laboratory-fixed coordinate system. With this information, it is possible to express the initial values of one coordinate system relative to any other. The minimum required initial values are angular

and linear acceleration, velocity, and displacement. Conceivably other initial values may be required, depending on the details of the individual experiment.

## CONCLUSIONS

The committee considers that use of these guidelines in formulating human and human analogue biomechanical data is fundamental for successful comparisons of numeric data from diverse sources. If the complete description required by these guidelines is lacking for any data base, this can produce ambiguities when such a data base is compared with another data base. The committee further concludes that the use of these guidelines implies continued efforts to develop useful anatomically based coordinate systems. The effort should be the concern of a standing committee with appropriate sponsorship and having access to persons with expertise in anatomy, anthropometry, and mechanics. This approach emphasizes the importance of adequate three-dimensional descriptions of defined anatomical segments of humans and human analogues to any continuing effort to compare biomechanical data. The committee further concludes that efforts to develop standards for instrumentation placement and performance can proceed most effectively if these guidelines are followed. The ultimate goal is to formulate the exact etiology of impact-caused injuries and methods for preventing the injuries. The ability to compare the mechanical data, adequately describe and measure the anatomy, and control the instrumentation placement and performance are essential requirements for reaching this ultimate goal.

## LIST OF REFERENCES

1. Thomas, D. J. and Ewing, C. L., "Theoretical Mechanics for Expressing Impact Accelerative Response of Human Beings," AGARD Conference No. 88 on Linear Acceleration of Impact Type, Oporto, Portugal, 1971.
2. Ewing, C. L. and Thomas, D. J., "Human Head and Neck Response to Impact Acceleration." Naval Aerospace Medical Research Laboratory Detachment, New Orleans, Monograph 21, August, 1972.
3. Thomas, D. H., "Specialized Anthropometry Requirements for Protective Equipment Evaluation." Proceedings of AGARD Conference on Current Status in Aerospace Medicine, Glasgow, Sept. 7-8, 1972.
4. Hubbard, R. P. and McLeod, D. G., "A Basis for Crash Dummy Skull and Head Geometry," included in Human Impact Response, Plenum Press, New York, 1973.
5. Roberts, S. B. and Chen, P. H., "Elastostatic Analysis of the Human Thoracic Skeleton," J. Biomechanics, Vol. 3, No. 5, Nov. 1970.
6. Robbins, D. H. and Reynolds, H. M., "Position and Mobility of Skeletal Landmarks of the 50th Percentile Male in an Automotive Seating Posture," Draft Report submitted to Vehicle Research Institute, of the Society of Automotive Engineers, New York, Oct. 1974.

## COMMITTEE MEMBERS

Daniel J. Thomas, M.D., M.P.H. - Chairman  
NAMRL Detachment  
P. O. Box 29407  
New Orleans, La. 70189  
504-255-4870

R. P. Hubbard, Ph.D.  
Biomedical Science Department  
Research Laboratories  
GM Technical Center  
Warren, Mich. 48090  
313-575-3096

Albert I. King, Ph.D.  
Professor, Mechanical Engineering  
Wayne State University  
Biomechanics Research Center  
Detroit, Michigan 48202  
313-577-1344

Rolf H. Eppinger, Ph.D.  
National Highway Traffic Safety Administration  
U.S. Department of Transportation (N43-50)  
400 7th St., S.W.  
Washington, D.C. 20590 (202) 426-4875

D. H. Robbins, Ph.D.  
Highway Safety Research Institute  
The University of Michigan  
Huron Parkway and Baxter Road  
Ann Arbor, Michigan 48105  
313-764-3109



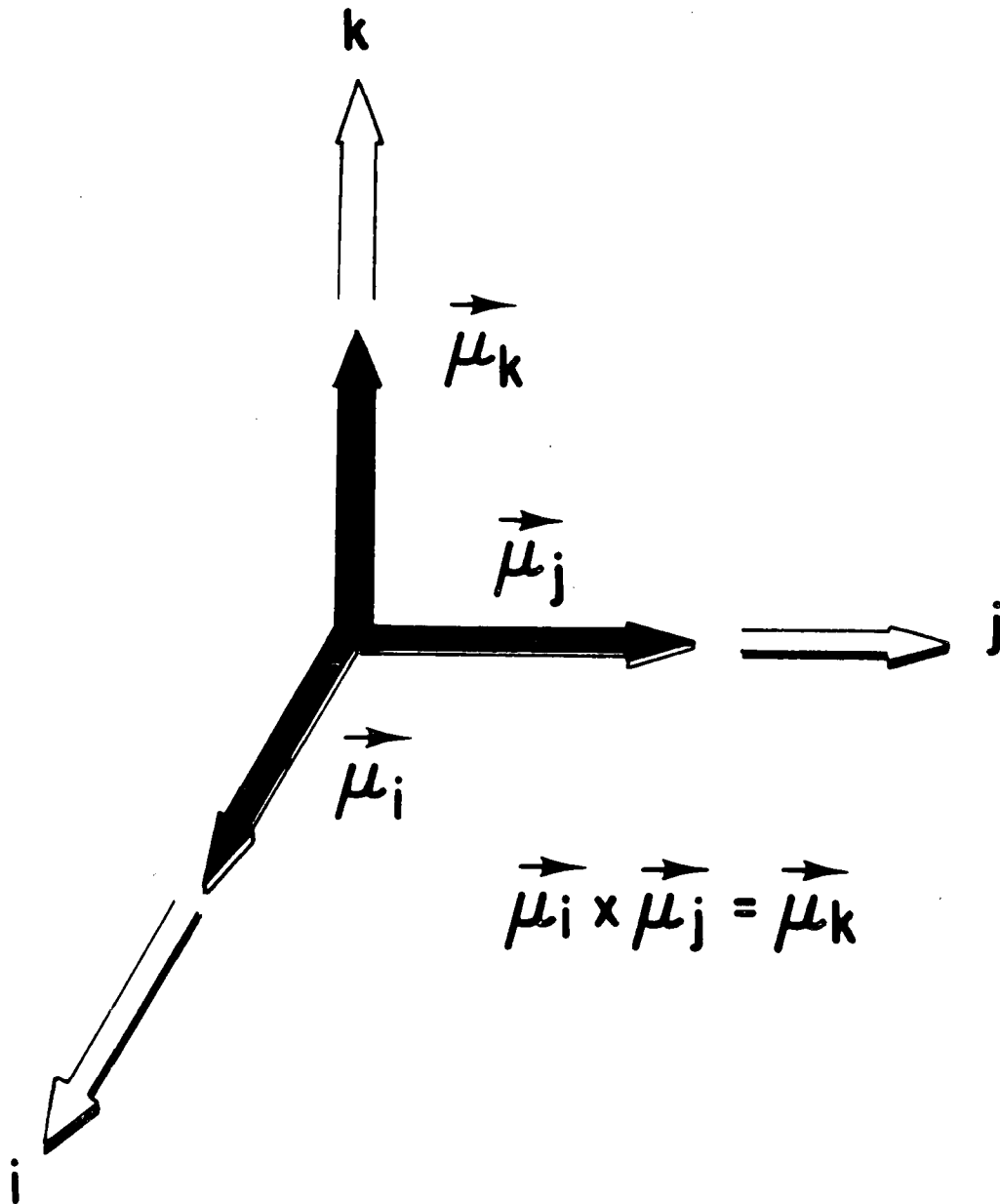
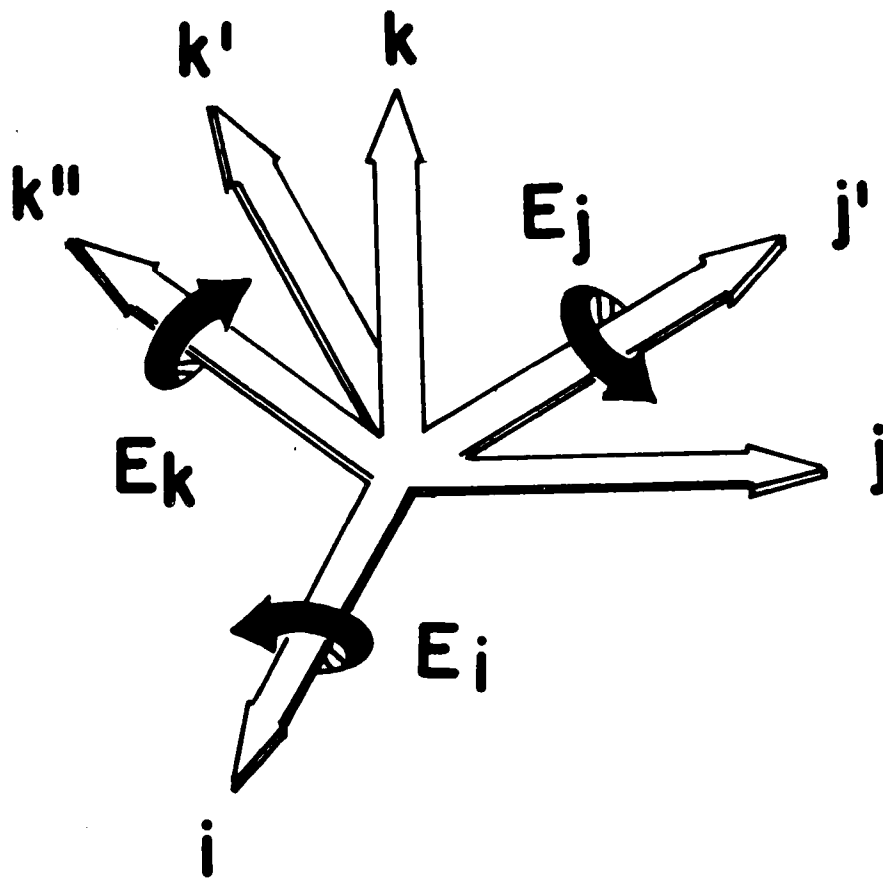


FIGURE 2. Definition of third axis ( $k$ ), Thomas (1).



**FIGURE 3.** Example of the definition of Euler angles using Guideline 1, Thomas (1).



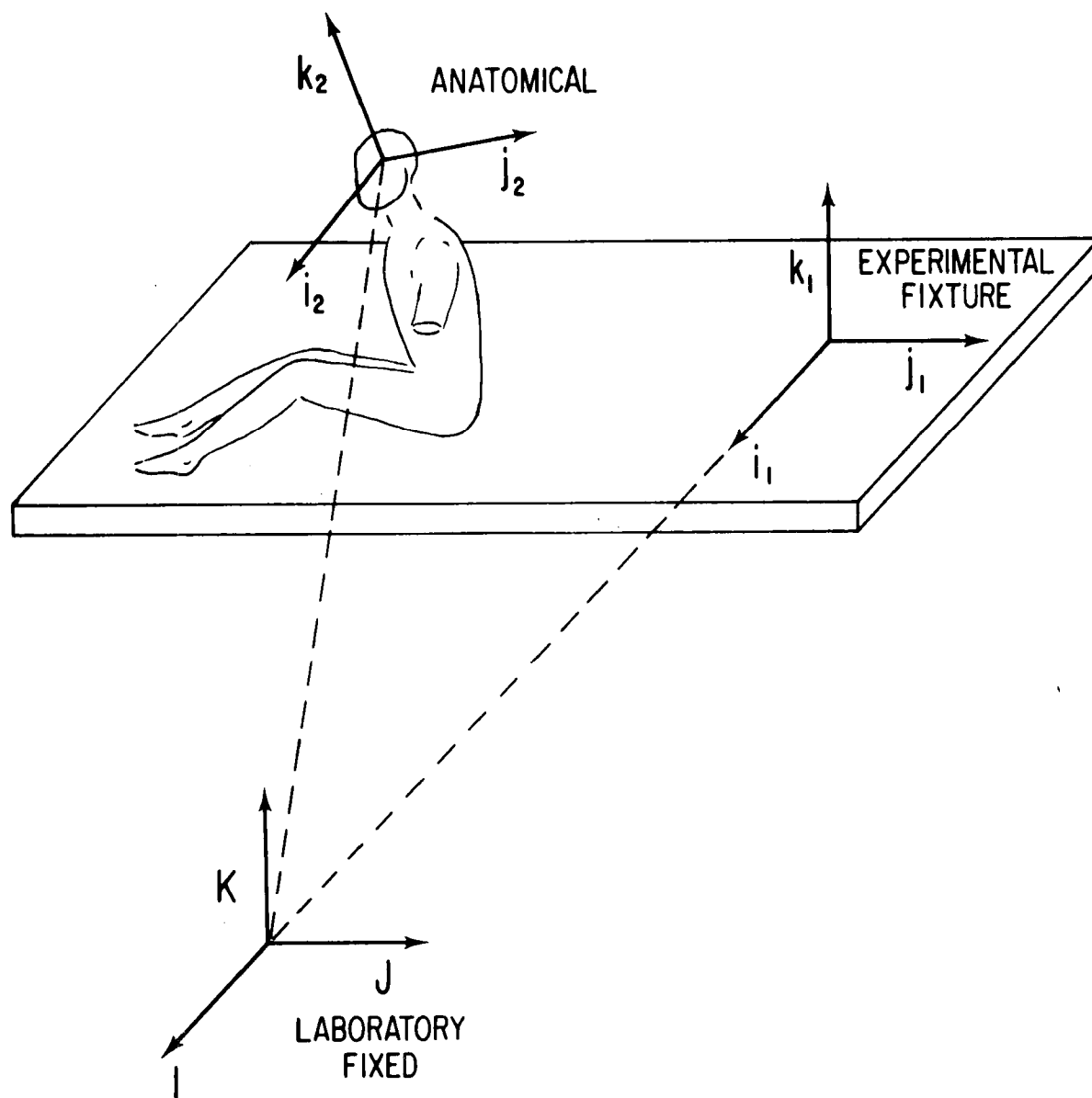


FIGURE 4. An experimental fixture, and an anatomically-based coordinate system illustrated relative to the Laboratory Fixed coordinate system.

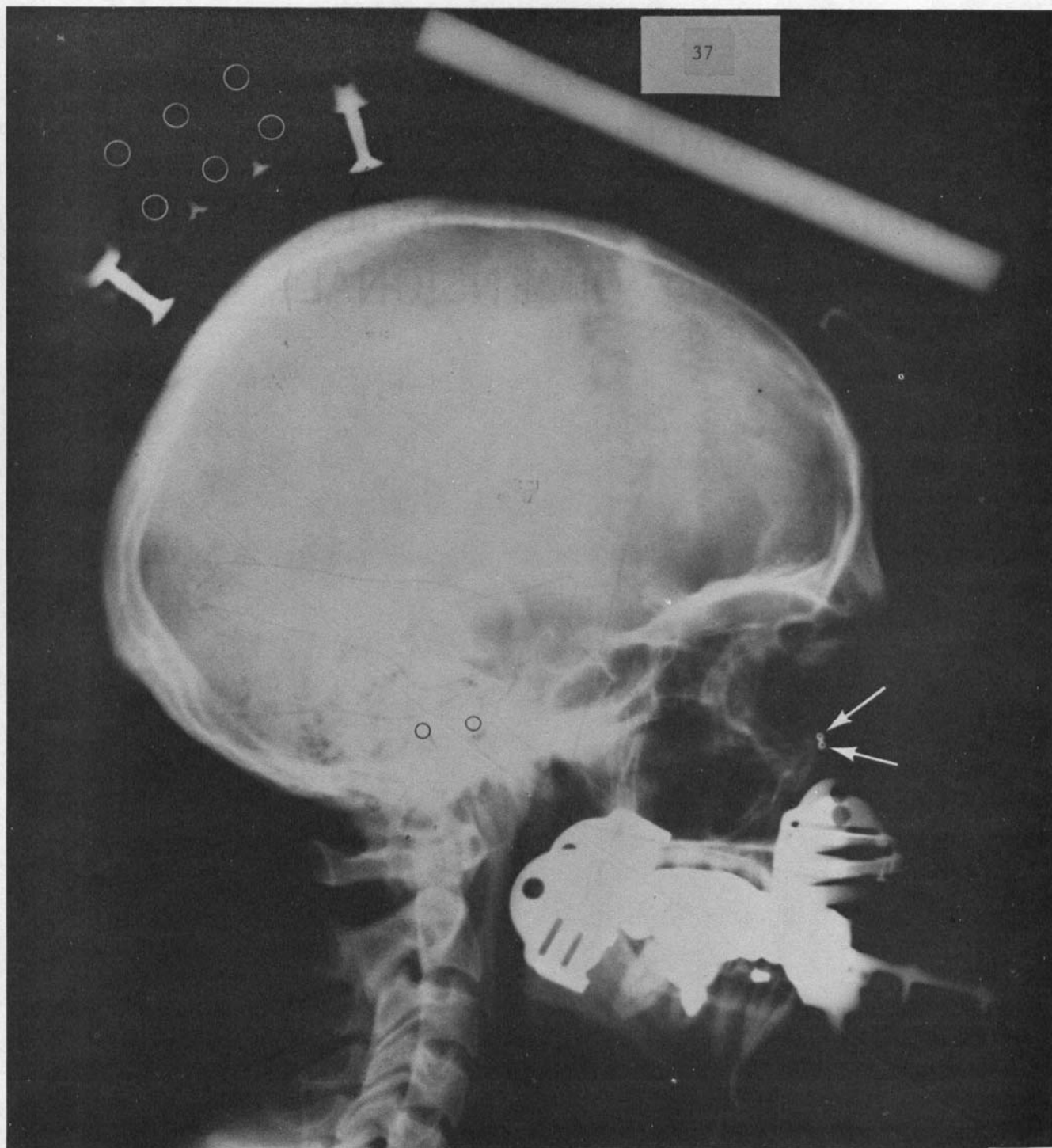
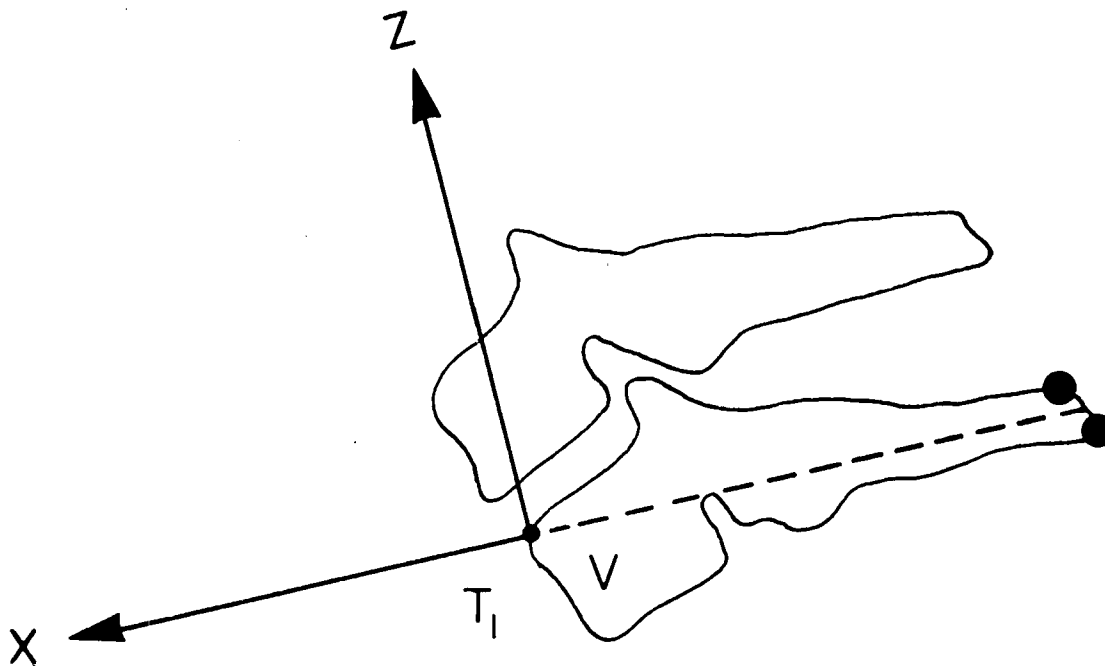


FIGURE 5. Head x-ray illustrating the basis for anatomical and instrumentation coordinate systems. Reference points are indicated by circles and arrows, Ewing & Thomas (2)

# FIRST THORACIC VERTEBAL BODY ( $T_1$ ) ANATOMICAL COORDINATE SYSTEM (TWO DIMENSIONAL)



$T_1$  = ANATOMICAL COORDINATE SYSTEMS

$V$  = FIRST THORACIC VERTEBRA

FIGURE 6. Illustration of first thoracic vertebral body coordinate system (two-Dimensional), Thomas (3), Ewing & Thomas (2). The x axis is the first axis and the z axis is the third axis.

## MAILING LIST FOR AD HOC

## COMMITTEE ON

## "HUMAN SUBJECTS FOR BIOMECHANICAL RESEARCH"

DEC. 1974

\* Thomas Abdelnour  
Highway Safety Research Institute  
University of Michigan  
Ann Arbor, Michigan 48105

\* Dr. Sunder Advani  
Dept. Mechanical Engineering  
College of Engineering  
West Virginia University  
Morgantown, West Virginia 26506

Professor Bertl Aldman  
Chalmers University of Technology  
Dept. of Traffic Safety  
Fack  
S-40220 Gothenburg 5, Sweden

\* Nahib Alem  
Highway Safety Research Institute  
Room 408  
University of Michigan  
Ann Arbor, Michigan 48105

Dr. Peter S. Amenta  
Acting Chairman Dept. of Anatomy  
Hahnemann Medical College  
Two Thirty North Broad Street  
Philadelphia, Pennsylvania 19102

\* Ake Anderson, M.D.  
AB Volvo, Car Division  
Advanced Engineering, Dept. 56300  
S-405 08 Goteborg  
Sweden

Susan P. Baker, M.P.H.  
Asst. Prof., Johns Hopkins School of Public Health  
c/o Office of the Chief Medical Examiner  
111 Penn Street  
Baltimore, Maryland 21201

David L. Berens, M.D.  
General Medical Towers  
Suite 1010  
50 High Street  
Buffalo, New York 14203

Dr. B. Bhussry  
Chairman, Dept. of Anatomy  
Georgetown University Medical School  
Reservoir Road  
Washington, D.C. 20007

Nils Bohlin  
Advanced Engineering  
Ab Volvo, Car Division  
S40508, Gothenburg, Sweden

Dr. K. Boström  
Dept. of Forensic Medicine  
Aschebergstatan 46  
S-411 33 Göteborg  
Sweden

Dr. Bot  
Vrije Universiteit  
Faculteit der Geneeskunde  
van der Boechorststraat 7  
Amsterdam (Z11) Netherlands

Jule Brinn  
Biomechanics Specialist, Chrysler Corp.  
CIM 4183102  
P. O. Box 1118  
Detroit, Michigan 48231

Mr. H. S. T. Brockhoff  
Institute for Road Vehicles TNO  
Schoemakerstraat 97  
Delft Netherlands

(\*) In attendance at second annual session

Mr. A. Cacciabue  
Alfa Rome Alfasud  
Viale Teodorico 25  
Via Traiano 35  
20.149 Milano, Italy

Franco Canavesi  
Fiat Motor Co.  
DCRS-LC-LAA  
Servizio Strutture  
Corso Agnelli 200, Torino, Italy

R. W. Carr  
Ultrasystems Inc.  
Dynamic Science Division  
1850 W. Pinnacle Peak Road  
Phoenix, Arizona 85027

Mr. D. Cesari  
ONSER-Laboratoire des Choes  
109 Cheman St. Jean  
69 500 Bron  
France

Mr. Richard Chandler  
AC 119-FAA Aeronautical Center  
P. O. Box 25082  
Oklahoma City, Oklahoma 73125

Dr. Charles Clauser  
6570th Aerospace Medical Research Lab.  
Wright Patterson AFB, Ohio 45433

\* J. Robert Cromack  
Southwest Research Institute  
P. O. Drawer 28510  
San Antonio, Texas 78284

\* Channing L. Ewing, M.D.  
Naval Aerospace Medical Research  
Laboratory Detachment  
Box 29407, Michoud Station  
New Orleans, Louisiana 70189

\* Dr. Rolf Eppinger N43-12  
Biomechanics, OVSR/RI  
NHTSA, 400 7th St. S.W.  
Washington D.C. 20590

Andre Fayon  
Laboratoire de Physiologie  
et de Biomecanique  
Peugot-Renault, 18 rue des Fauvelles  
92 La Garenne Colombo, France

\* David R. Foust  
Research Assistant  
HSRI University of Michigan  
Ann Arbor, Michigan 48105

\* Enzo Franchini  
Direttore Servizio Strutture  
Fiat  
Corso Agnelli 200  
Torino, Italy

Charles W. Gadd  
Vehicle Research Department  
G.M. Research Laboratories  
12 Mile and Mound Roads  
Warren, Michigan 48090

Prof. Dhanjoo N. Ghista  
Biomedical Engineering Division  
Indian Institute of Technology  
Madras 600036  
India

\* Harold N. Gilmore  
District Manager Endevco  
1523 Rohn Lane  
Stow, Ohio 44224

\* Dr. Peter Gloyns  
University of Birmingham  
Birmingham B 15 2TT  
England

George Goetz  
Eaton Corp.  
466 Stephenson Highway  
Troy, Michigan 48084

Dr. C. Got, I.R.O. Sce. Prof.  
Judet Hospital Raymond Poincare  
92.380 Garches, France

James T. Hamilton  
Volkswagen of America  
818 Sylvan Avenue  
Englewood Cliffs, New Jersey 07631

Prof. E. H. Harris  
Dept. of Mech. Engr.  
Tulane University  
New Orleans, Louisiana 70118

\* Craig R. Hassler  
Staff Physiologist  
Battelle Memorial Institute  
505 King Avenue  
Columbus, Ohio 43201

\* Dr. E. Hendler  
Crew Sys. Dept.  
Naval Air Devel. Center  
Warminster, Pennsylvania 18974

Robert W. Hertzog, Major MC USA  
Chief, Accident Pathology Section  
Forensic Pathology Branch  
Armed Forces Institute of Pathology  
Washington, D.C. 20305

\* Gebhard Hespeler  
Mercedes Benz  
1 Mercedes Drive  
Montvale, New Jersey 07645

Dr. Voigt Hodgson  
Wayne State University  
School of Medicine  
540 East Canfield Avenue  
Detroit, Michigan 48201

\* Robert P. Hubbard  
Biomedical Science  
Research Laboratories,  
G.M. Tech. Center  
Warren, Michigan 48090

Dr. D. F. Huelke  
Dept. of Anatomy  
4818 Medical Sciences Bldg. II  
University of Michigan  
Ann Arbor, Michigan 48104

\* Arthur E. Hirsch, N43-12  
NHTSA. 400 7th St. S.W.  
Washington D.C. 20590

Dipl. Phys. D. Kallieris  
Instit. of Forensic Medicine  
University of Heidelberg  
6900 Heidelberg 11  
Germany

Mr. Leon Kazarian  
6570th Aerospace Medical Laboratory  
Wright Patterson AFB, Ohio 45433

\* Dr. Albert I. King  
Biomechanics Research Center  
Wayne State University  
428 Medical Science Bldg.  
1400 Chrysler Freeway  
Detroit, Michigan 48202

\* Kenneth W. Krieger  
Research Assistant, Mech. Eng.  
Biomechanics Research Center  
Wayne State University  
Detroit, Michigan 48202

\* Charles Kroell  
Biomedical Science Dept.  
G.M. Research Laboratories  
12 Mile and Mound Roads  
Warren, Michigan 48090

Harold R. Lawrence  
P. O. Box 3548  
N. Mexico State University  
Las Cruces, New Mexico 88001

Duane L. Lee  
Cessna Aircraft Co., Dept. 80  
Pawnee Division  
5800 E. Pawnee  
Wichita, Kansas 67208

Mr. J. Leroy, Eng.  
IRCOBI Secretariat  
ONSER — Laboratoire des Chocs  
109 Chemin St. Jean  
69 500 Bron, France

\* Walter E. Levan  
CALSPAN Corp.  
4455 Genesee St.  
Buffalo, New York 14225

\* Robert S. Levine, M.D.  
3845 Shellmarr Lane  
Bloomfield Hills, Michigan 48103

\* Sten Lindgren, Professor  
Department of Neurosurgery  
University of Gothenborg  
Sweden

\* Dr. Y. King Liu  
Director Biomechanics Laboratory  
School of Medicine  
1430 Tulane Avenue  
New Orleans, Louisiana 70112

Mr. C. Ljung, Eng.  
Royal Institute of Technology  
FACK S-220 07 Lund  
Sweden

Dr. Peter Löwenhielm  
Dept. of Forensic Medicine  
Sölvegatan 25 S-223 62 Lund  
Sweden

Dr. M. Mackay  
Birmingham Accident Research Unit  
Birmingham University  
Birmingham, England

\* Dr. John W. Melvin  
Highway Safety Research Institute  
Huron Parkway and Baxter Road  
Ann Arbor, Michigan 48105

Dr. Harold Mertz  
Biomedical Sciences Department  
G.M. Research Laboratories  
12 Mile and Mound Roads  
Warren, Michigan 48090

Dr. Charles A. Moffatt  
Associate Professor  
College of Engineering  
West Virginia University  
Morgantown, West Virginia 26506

\* Dinesh Mohan  
Highway Safety Research Inst.  
University of Michigan  
Huron Parkway and Baxter Road  
Ann Arbor, Michigan 48105

G. William Mulligan, M.D.  
Health Sciences Centre  
University of Manitoba  
700 William Avenue  
Winnipeg, Canada

\* William H. Muzzy  
Naval Aerospace Medical  
Research Detachment  
P. O. Box 29407  
New Orleans, Louisiana 70189

Don Nagel, M.D.  
Director Orthopedic Surgery  
Stanford University  
Palo Alto, California 94305

Alan M. Nahum, M.D.  
Department of Surgery  
School of Medicine, U. of Calif.  
University Hospital  
225 West Dickinson Street  
San Diego, California 92103

Gerald W. Nyquist  
Sen. Res. Eng., Biomedical Science Dept.  
Research Lab., General Motors Corp.  
G.M. Technical Center  
Warren, Michigan 48090

Dr. Ayub K. Ommaya  
NINDS Bldg. 10  
National Institutes of Health  
Bethesda, Maryland 20014

\* Arvind J. Padgaonkar  
Res. Asst. Mechanical Engineering  
Biomechanics Research Center  
Wayne State University  
Detroit, Michigan 48202

Dr. Palfer-Sollier  
Citroen, Bureau d'Etudes Automobiles  
Chemin vicinal no 2  
78.140 Vélizy-Villacoublay  
France

Prof. A. Patel, I.R.O. Sce. Prof.  
JUDET Hospital Raymond Poincaré  
92.380 Garches  
France

\* Prof. L. M. Patrick  
Wayne State University  
Dept. of Mechanical Engineering Science  
5050 Anthony Wayne Drive  
Detroit, Michigan 48202

Dr. Nicholas Perrone  
Director, Structural Mechanics Program Office  
Office of Naval Research (439)  
Department of the Navy  
Arlington, Virginia 22217

\* William R. Powell  
Assistant Professor  
Dept. Mech. Engineering & Mechanics  
West Virginia University  
Morgantown, West Virginia 26505

\* Howard B. Pritz  
Battelle Memorial Institute  
505 King Avenue  
Columbus, Ohio 43201

Dr. M. Ramet  
ONSER - Laboratoire des Choocs  
109 Chemin St. Jean  
69 500 Bron  
France

Willi O. Reidelbach, Dr.-Ing.  
Daimler-Benz AG  
7032 Sindelfinger, Germany

\* Herbert M. Reynolds  
CAMI  
Federal Aviation Administration  
Protection and Survival Laboratory  
Oklahoma City, Oklahoma 73125

\* W. Steves Ring, M.D.  
Aero Medical Research Laboratory/BBI  
Wright-Patterson AFB, Ohio 45433

\* Dr. D. H. Robbins  
Highway Safety Research Institute  
University of Michigan  
Huron Parkway and Baxter Road  
Ann Arbor, Michigan 48105

\* Prof. Georg Schmidt, M.D.  
Institute for Forensic Medicine  
University of Heidelberg  
6900 Heidelberg, VoBstr. 2  
Postfach 969, Germany

\* Richard M. Schreck  
Biomedical Science Dept.  
General Motors Research Labs.  
Warren, Michigan 48090

\* Dennis C. Schneider  
General Motors Research Laboratories  
Warren, Michigan 48090

\* Larry Schneider  
Highway Safety Research Institute  
Huron Parkway and Baxter Road  
Ann Arbor, Michigan 48105

Dr. J. Searle  
MIRA  
Nuneaton  
Warwickshire  
England

Dr. Arnold W. Siegel  
4461 Hayvenhurst Avenue  
Encino, California 91316

\* G. W. Smith  
Physical Science Laboratory  
New Mexico State University  
Las Cruces, New Mexico 88001



\* George R. Smith  
General Motors Corp.  
Environmental Activities Staff  
G.M. Technical Center  
Warren, Michigan 48090

Dr. Clyde Snow AC 119-FAA  
Aeronautical Center  
P. O. Box 25082  
Oklahoma City, Oklahoma 73125

\* Dr. Richard G. Snyder  
Highway Safety Research Institute  
Huron Parkway and Baxter Road  
Ann Arbor, Michigan 48105

Charles J. Stahl, Capt. MC USN  
Chief, Forensic Sciences Division  
Armed Forces Institute of Pathology  
Washington, D.C. 20305

Dr. Richard L. Stalnaker  
Highway Safety Research Institute  
University of Michigan  
Ann Arbor, Michigan 48105

\* Dr. J. P. Stapp  
P. O. Box 553  
Alamogordo, New Mexico 88310

John D. States, M.D.  
University of Rochester  
School of Medicine and Dentistry  
15 Prince Street  
Rochester, New York 14607

Mr. Wilhelm Stegmaier  
Daimler-Benz A.G.  
Dept. A1G 7032 Sindelfingen  
Postfach 226  
Germany

Mr. R. E. Stirley  
MIRA  
Nuneaton  
Warwickshire  
England

\* Dr. Claude H. Tarriere  
Laboratoire de Physiologie et de Biomecanique  
Association Peugeot-Renault  
18 rue des Fauvelles  
92 La Garenne Colombe, France

Mr. Larry Thibault  
National Institutes of Health  
Bldg. 13, Room 3W13  
9000 Rockville Pike  
Bethesda, Maryland 20014

\* Dr. D. J. Thomas  
Naval Aerospace Medical Research Detachment  
P. O. Box 29407  
Michoud Station  
New Orleans, Louisiana 70133

\* Dr. J. F. Unterharnscheidt  
Naval Aerospace Medical Research Laboratory  
Detachment, Box 29407  
Michoud Station  
New Orleans, Louisiana 70189

Professor G. Voigt  
Institute of Forensic Medicine  
Lund University  
Lund, Sweden

Dr. Henning Von Gierke  
Chief, Biodynamics and Bionics Division  
6570th Aerospace Medical Research Lab.  
Wright Patterson AFB, Ohio 45433

Dr. Peter Vulcan  
Controller Road Research Section  
Dept. of Shipping and Transport  
35 Elizabeth Street  
Melbourne, Victoria, Australia

\* Ronald L. Thomas  
Marketing Manager, Endevco  
Rancho Viejo Road, San Juan Capistrano, Calif. 92675

\* Rune Ryding, Tech. U. of Chalmers  
Dept. of Traffic Safety  
40220 Gothenburg, Sweden

Dr. Leon B. Walker, Jr.  
Dept. of Anatomy  
Tulane Medical Center  
1430 Tulane Avenue  
New Orleans, Louisiana 70112

Mr. John Wall  
Transport and Motor Research Laboratory  
Crowthorne, Berkshire  
England

\* Michael J. Walsh  
CALSPAN Corp.  
4455 Genesee Street  
Buffalo, New York 14221

\* Carley Ward  
Civil Engineering Laboratory  
Port Hueneme, California 93043

Dr. Charles Y. Warner  
Dept. of Mechanical Engineering  
Brigham Young University  
Provo, Utah 84601

\* Ruediger Weissner  
Head, Research I Testing  
Forschung I  
Volkswagenwerk AG  
Woelfsbuerg, Germany

David W. H. Wright  
British Leyland U.K. Ltd.  
Triumph Motors  
Canley, Coventry, England

\* Joseph W. Young  
Chief, Anatomy  
Civil Aeromedical Institute  
FAA, P. O. Box 25082  
Oklahoma City, Oklahoma 73125

